



Washington

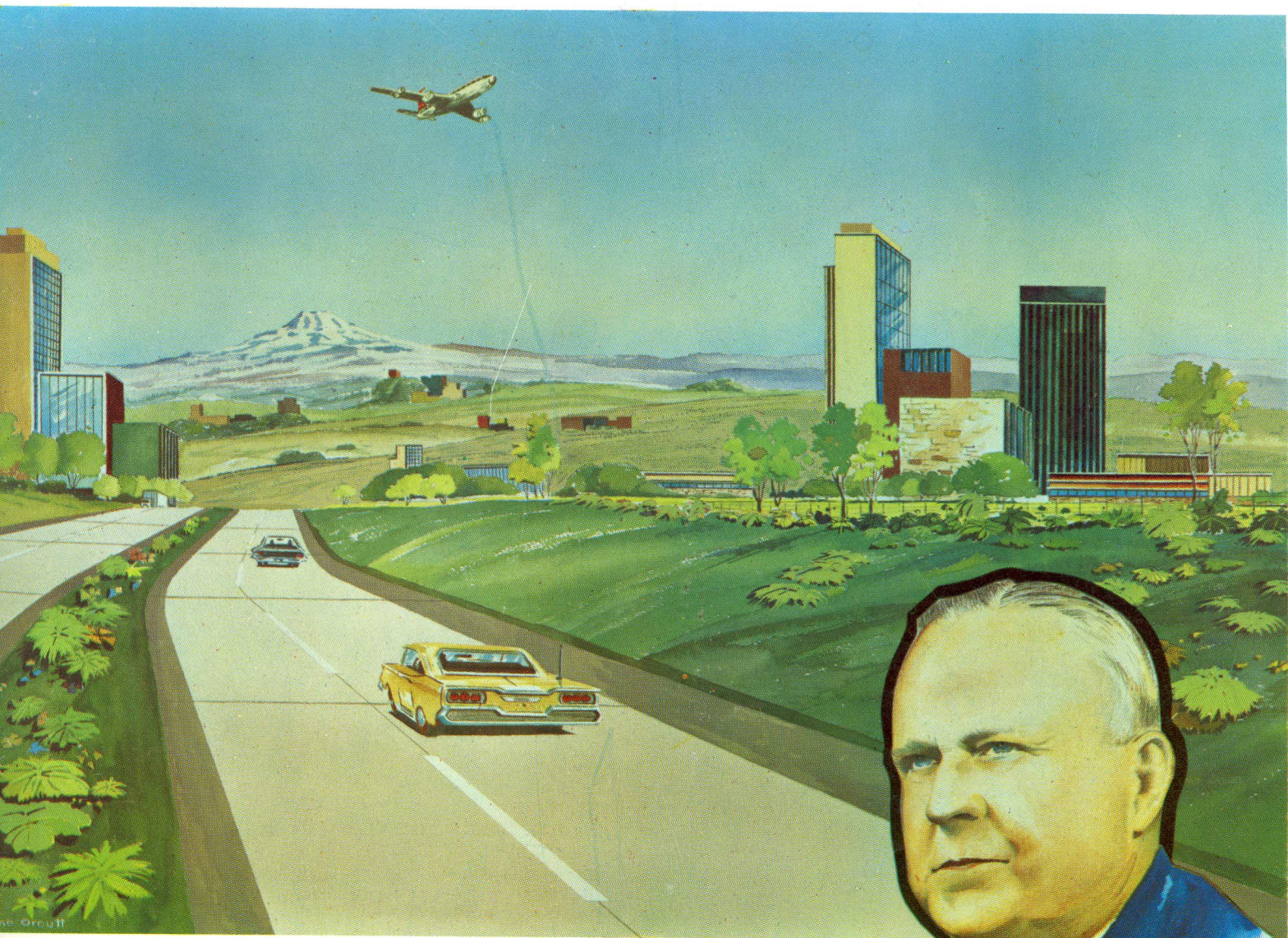
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*Highway*NEWS



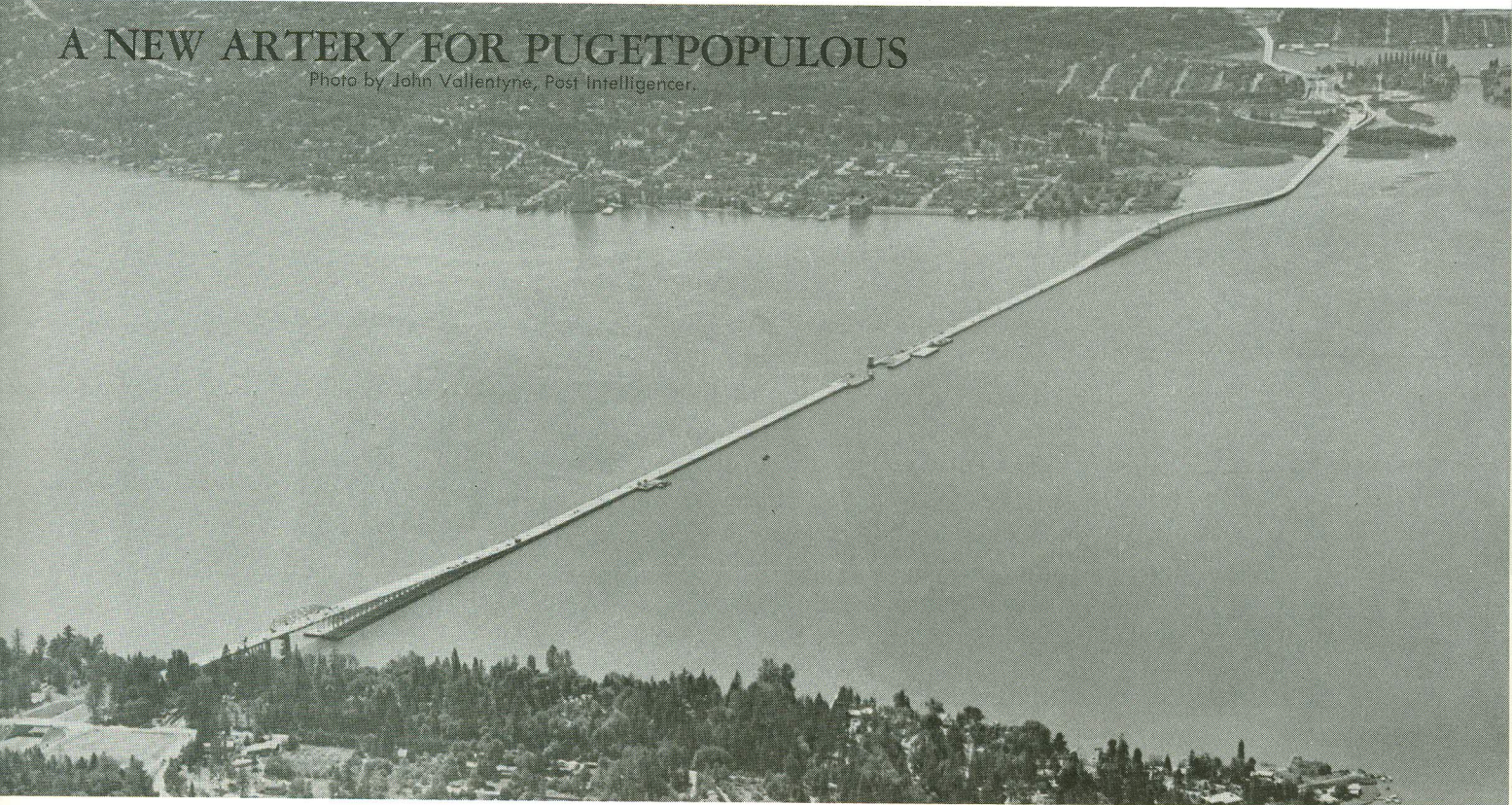
Washington's Road Builder

WASHINGTON STATE HIGHWAY COMMISSION --- DEPARTMENT OF HIGHWAYS

The Evergreen Pt. 1960 *Bridge* 1963

A NEW ARTERY FOR PUGETPOPULOUS

Photo by John Vallentyne, Post-Intelligencer.



At 2 p.m., Wednesday, August 28 another marvel will be added to Washington's "fleet" of floating concrete bridges—the Second Lake Washington.

From its center Governor Albert D. Rosellini will officially open the \$24,972,000 2.3-mile structure, plus 4.8 miles of Seattle freeway from N.E. 75th Street to Mercer Street and the 1.5-mile Roanoke expressway which connects the freeway to the bridge. This combination of bridge and freeway, which cost more than \$80 million, is the largest single highway facility ever turned over at one time to highway users in the state.

The opening date for the four-lane bridge is just a day short of three years from the time Governor Rosellini drove a bulldozer to turn the first earth for the start of its construction.

Advantages

Conclusions from numerous traffic studies point out that the new addition to Puget Sound's transportation network will offer many advantages to across-the-lake travelers, most of which are tied to time-saving. For instance, studies show that motorists using the new bridge between the University District and Clyde Hill will save at least 22 minutes. The average time saved for east-west travelers across the lake will be ten minutes.

During the remainder of 1963 it is estimated that approximately 20 percent of the first bridge average daily traffic of 53,000 vehicles will divert to the second bridge. Next year the use will increase, approaching 15,000 vehicles daily. From

there it's up, up, up.

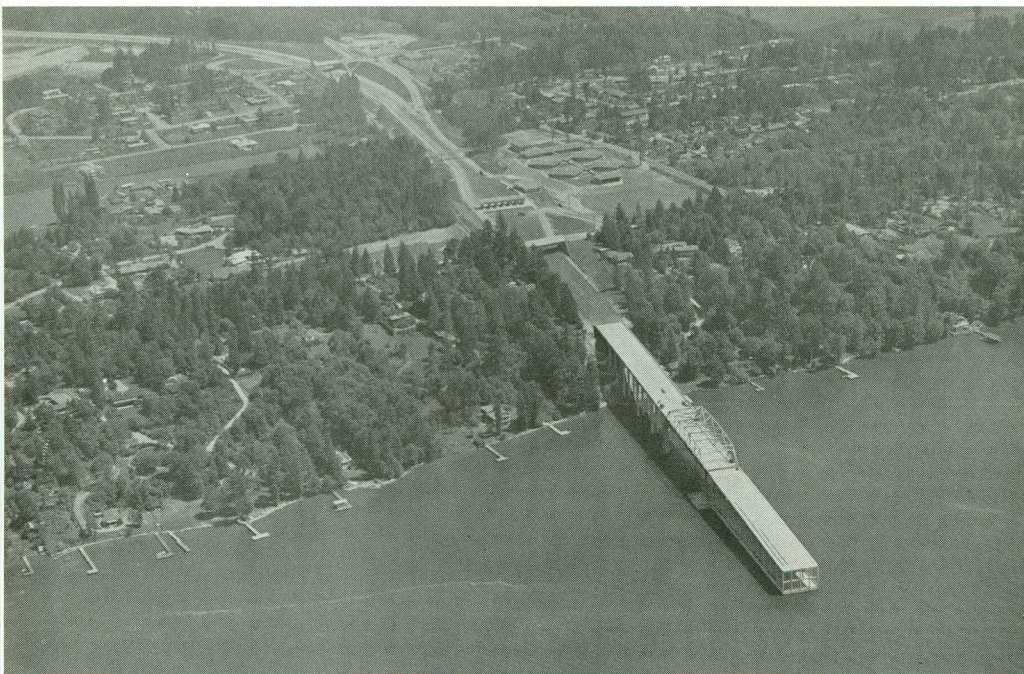
The floating section of the bridge is 7,518 feet long, center to center of end pontoons, and is composed of 35 separate pontoon units, the largest of which is 60 feet wide, 360 feet long and 14.7 feet deep. Each unit weighs from 4,700 to 6,700 tons.

The new bridge's most unusual feature is the "no-bulge" draw span. It sports lift spans adjacent to the movable pontoons which are raised seven feet under which the movable pontoons retract.

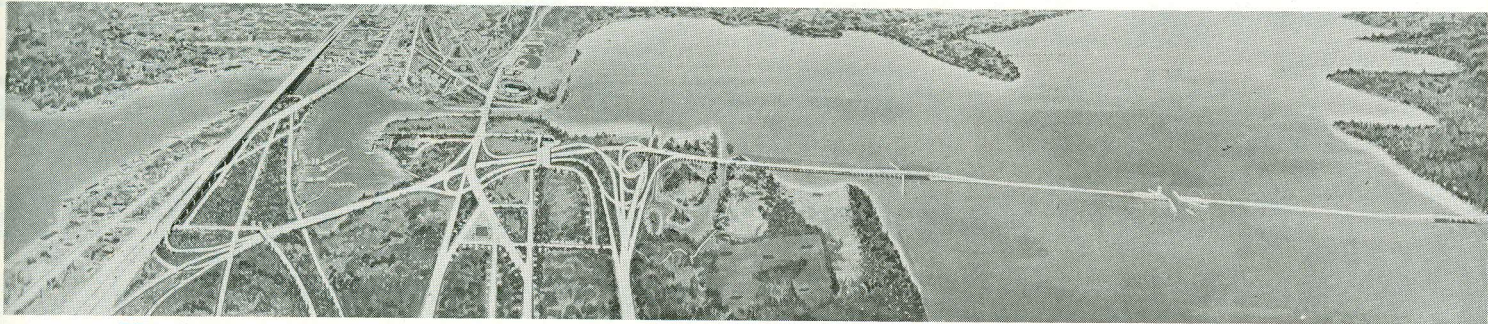
The dedication ceremony, complete with a large gallery of national, state and local dignitaries, are expected to be finished by 3:30 p.m. opening day, after which bridge travelers will be given free crossings until 6 p.m.



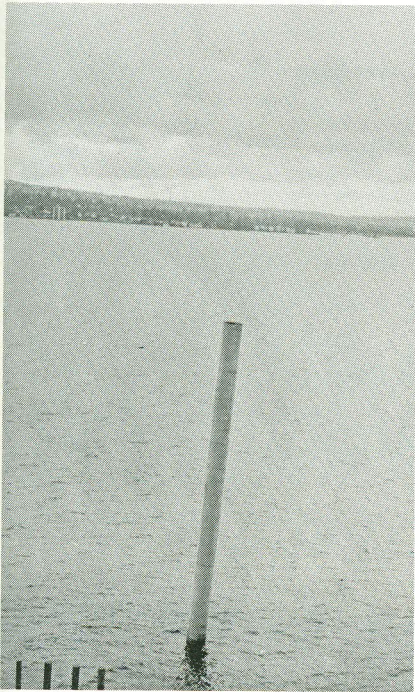
WEST—Concrete ribbons wind and criss-cross toward Foster Island and bridge.



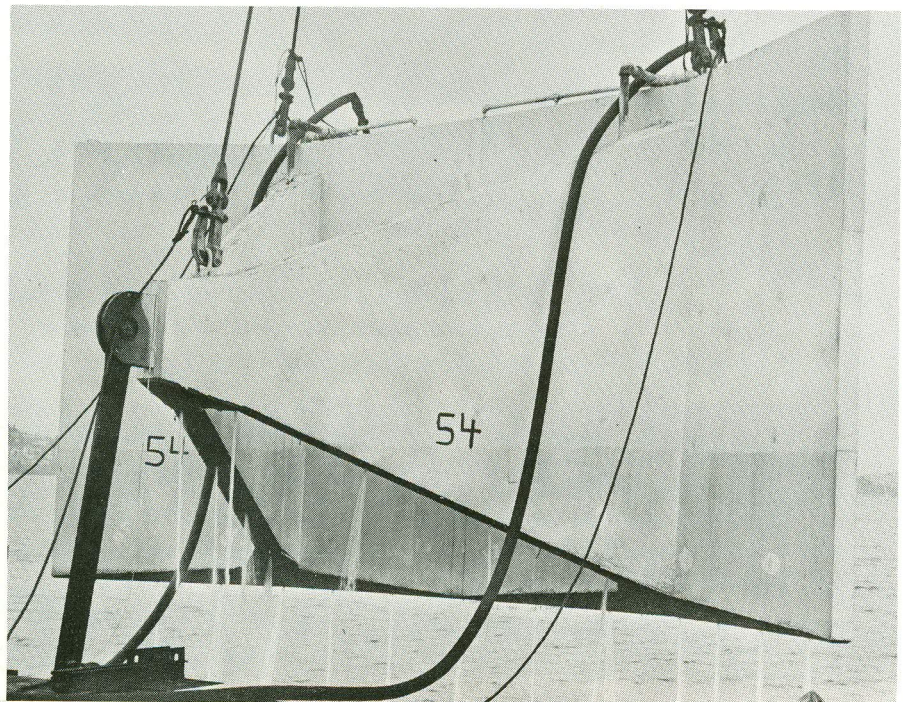
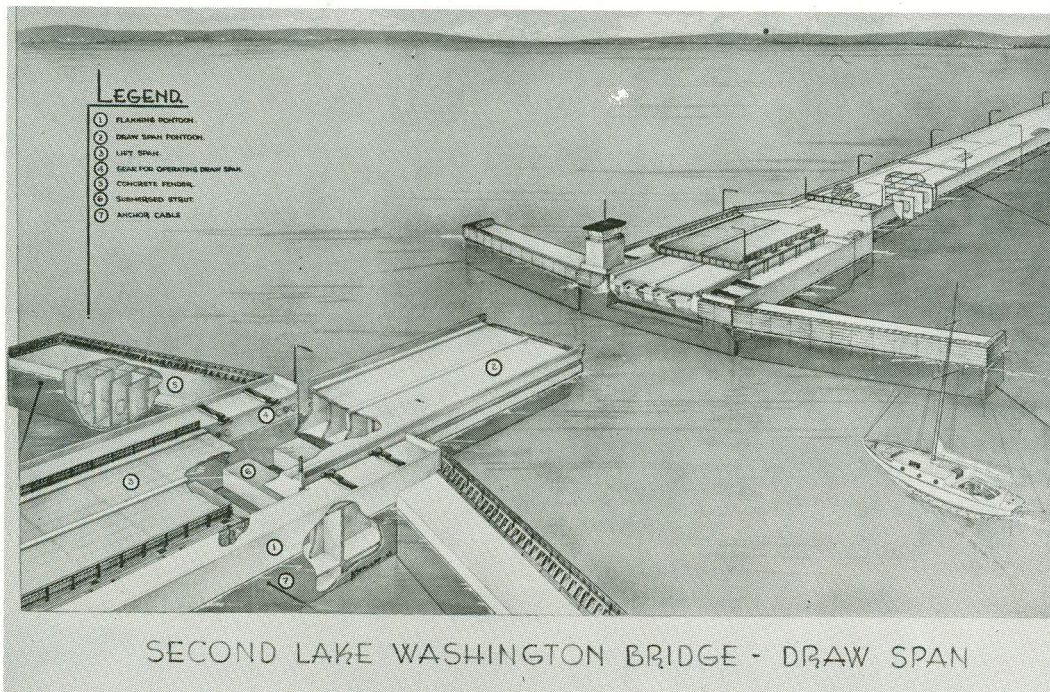
EAST—Transition span with east approaches and Toll Plaza in background.



PERSPECTIVE—Second Lake Washington Bridge and its connections with Seattle freeway.



LONELY—Single pile rises from Lake Washington denotes site of second bridge. Photo, taken during Nov. 1961, is of view where bridge now is located.



HEAVY FOOTING—One of 55 such anchors holding the bridge in place. One of three types of anchors used, this type weighs 77 tons.